MIAMIBEACH LIGHT RAIL MODERN STREETCAR

Open House
June 06-08, 2016

MIAMIBEACH

Kimley»Horn

Project Background

- 2015 – MPO Beach Corridor Transit Connection Study recommended advancing the project:
  - Miami Beach Light Rail Circulator
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  - Causeway Connection
- In December 2015 Miami Beach initiated the environmental review process for the Miami Beach Light Rail Circulator component of the regional program
- Miami Beach received unsolicited proposal to design, build, finance, operate and maintain and an off-wire LRT/streetcar line as a Public Private Partnership (P3) in Miami Beach
  - Miami Beach issued a notice for proposals pursuant to state statute in parallel to the ongoing environmental study

Solicitation Process for P3 Partnership

- Three proposals were received on May 10th
- An Evaluation Committee has been formed
- The City Commission will approve final rankings and authorize negotiations for an interim agreement tentatively scheduled for July
- Additional information available at the City of Miami Beach website: www.miamibeachfl.gov

First Steps -Track & Stops Assumptions

- Catenary-free/off-wire technologies
- Streetcar will operate in exclusive lanes
- Planned to be inter-operable with future extension to Miami
- Bi-directional Loop
- Operations (under evaluation):
  - ✓ 6.0 - 7.5 Minute Frequencies
  - ✓ Hours of Operation: 5:30 AM to 2:00 AM

First Steps -Track & Stops Assumptions

Stops

- Approximately three (3) stops per mile
- ADA accessibility will be provided at every stop
- Platforms will be 180 feet in length and 10 feet to 15 feet wide
- Platform height shall be about two (2) steps above ground

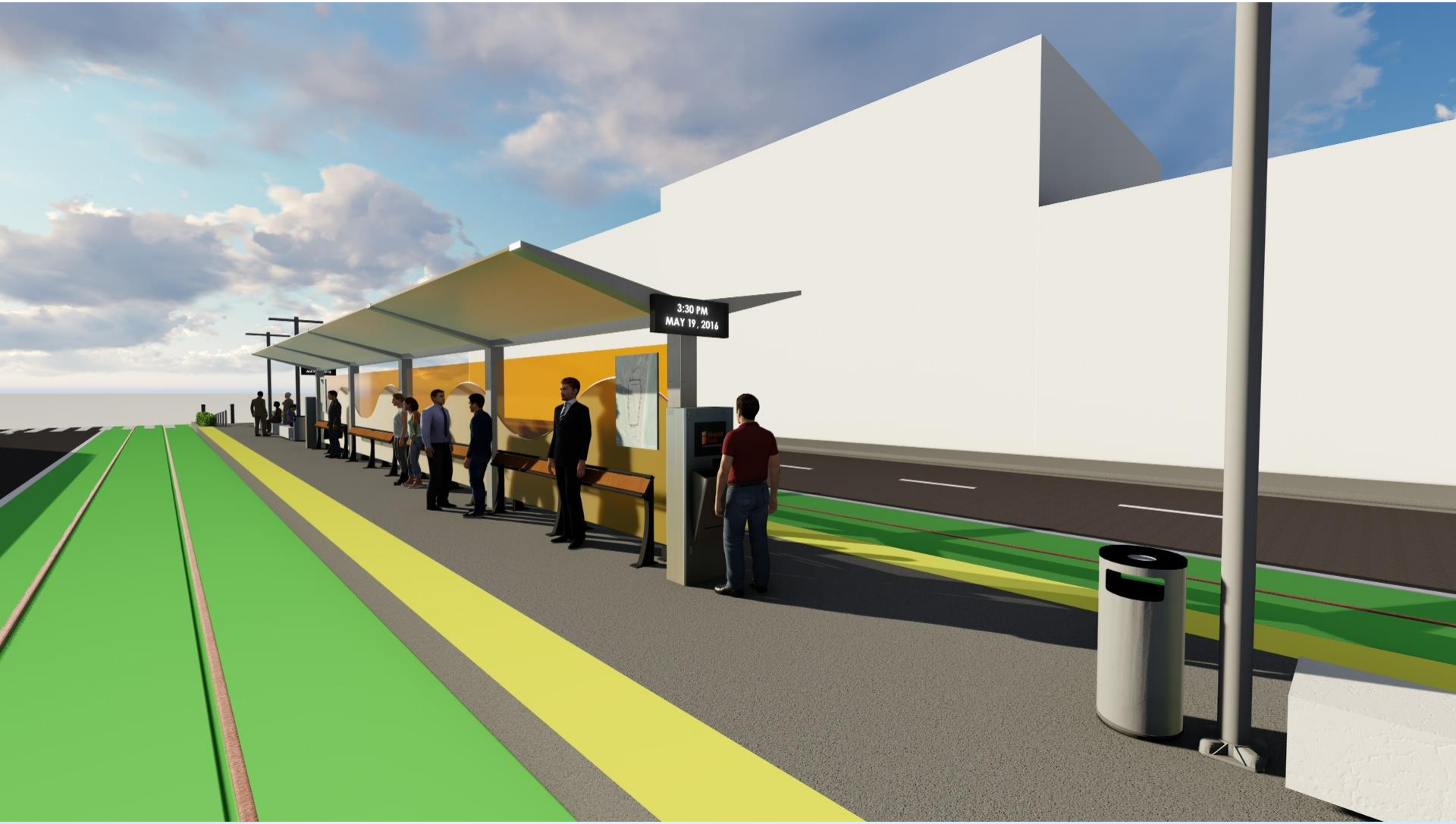
First Steps -Track & Stops Assumptions

Stops (continued)

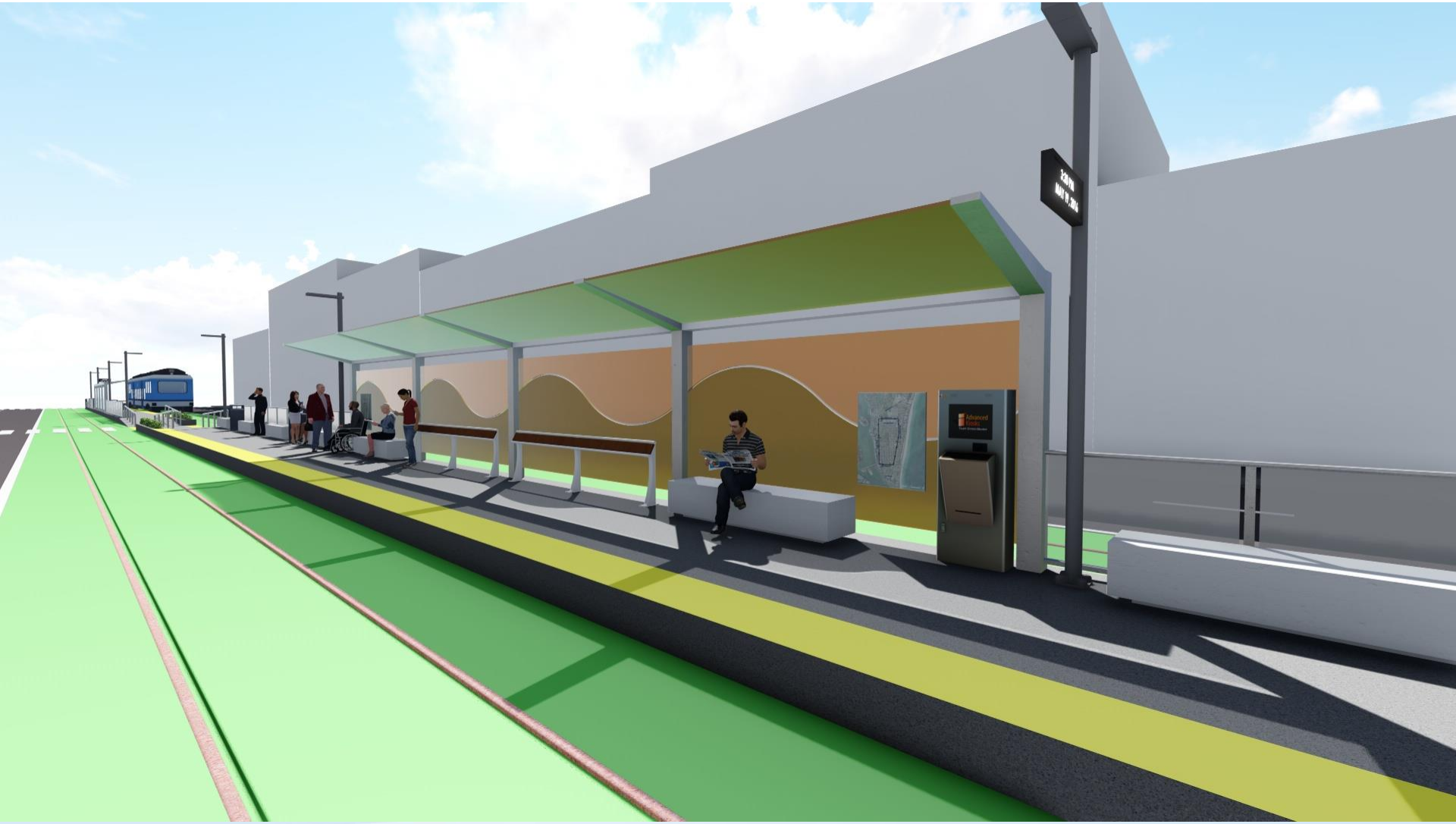
- Platforms will provide level boarding to all vehicle doors
- Stop amenities will blend into the overall streetscape

Miami Beach Light Rail/Modern Streetcar Project

Center Stop - Dual Loading



Center Stop - Split Loading



Transit Hub

Attributes:

- Inter-operable
- Appropriately Sized (1-2Acres)
- Good Access and Circulation
- Attract Motorists with Parking
- Bus Bays
- Vicinity of Alton Road & 5th Street
- Potential other locations

Vehicle Storage, Maintenance, and Operations Facility (VSMOF)

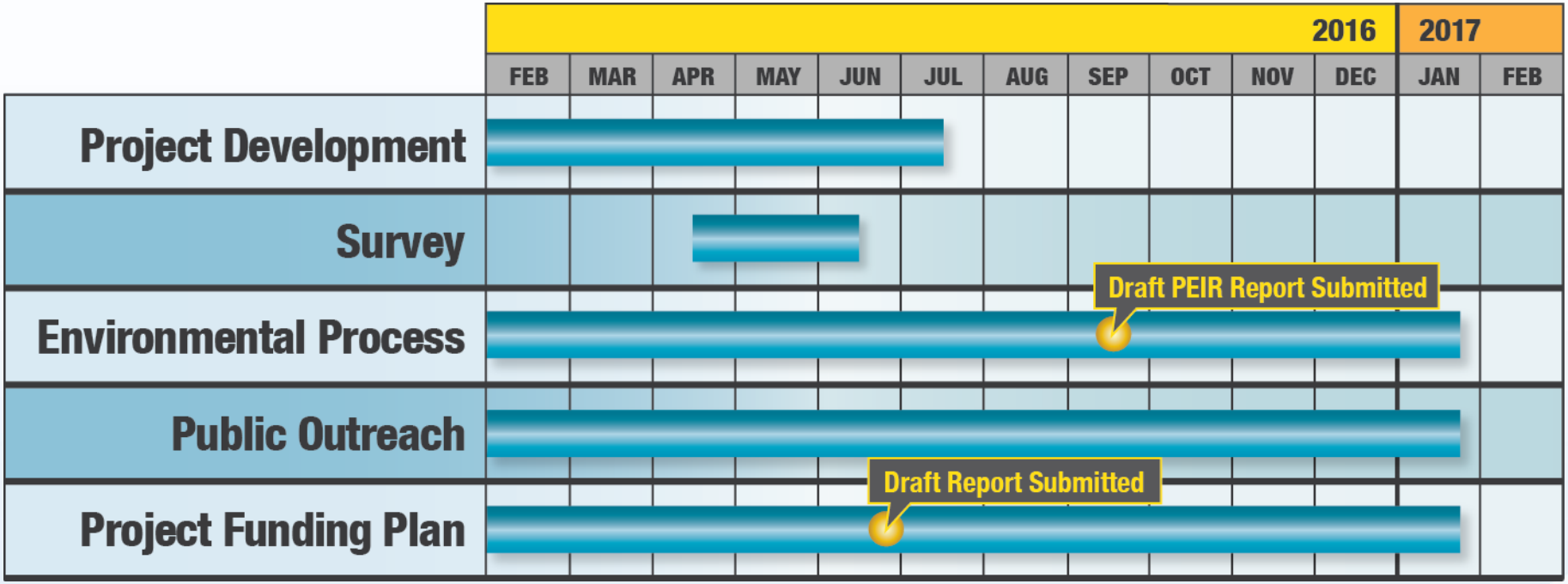
9 potential locations were narrowed to 2 that met minimum criteria

VSMOF Assumptions for Review of Environmental Impact

- Minimum practical size 2 acres to accommodate fleet of 12 – 14 LRT/streetcar vehicles
- Oblong or rectangular in shape
- Located close to the streetcar route; minimize non-revenue track
- Site should accommodate:
  - Vehicle maintenance
  - Vehicle storage
  - Traction-power substation
  - Operations Control Center (OCC)
  - Maintenance of way parts and equipment

VSMOF Examples

Environmental Review Project Schedule



PEIR: State Project Environmental Impact Report

Upcoming Decisions…..

- Commission preliminary decisions on critical items by July, 2016
  - Preferred route alignment and stops
  - Washington Avenue alternative
  - 17th Street versus Dade Blvd. alignment
  - VSMOF site
  - Transit Hub
- Commission endorsement of preliminary preferred alternative by September 2016 for draft Project Environmental Impact Report